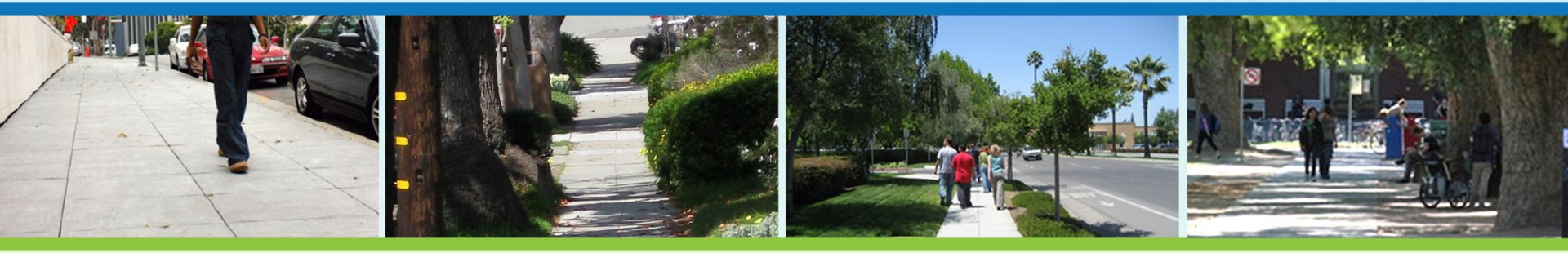
Sidewalks and the Urban Forest:

Maximizing our Investments for Quality of Life

October 3, 2013
Transportation Committee

Alan Thompson
Senior Regional Planner



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Benefits of the Urban Forest

- Air pollution reduction
- Shade and heat protection
- Stormwater storage
- Increased property values
- Carbon offsets

ADA needs:

- Adequate sidewalk width
- Limited grades for sidewalks and cross slopes
- Landing areas in steeper sections
- Slip resistant surface materials with consistent appearance
- Consistent levels and elevations
- Pedestrian space free of obtrusions and obstacles
- Curb ramps at intersections
- Countdown timers, detectable warnings, accessible pedestrian signals, directional ramps at intersections

Santa Monica, 2000: Installed rubber sidewalks


Photo credit: http://terrecon.com

- Pilot project near ficus trees with roots causing sidewalk damage
- Removable 1’x2.5’x2” panels
- ADA compliant
- Follow-up review and maintenance in 2002, 2005
- Expansion of rubber sidewalks program in 2005 to more than 40 locations
- Product: Rubbersidewalks by Terrecon

Rutherford NJ, 2010: Installed plastic sidewalks


Photo credit: http://terrecon.com

- Pilot project on Erie Avenue in Rutherford
- Interlocking 2’x2.5’x1.75” panels made of recycled plastic
- ADA compliant
- Removable to allow for root maintenance, with channelized undersides to accommodate root growth
- Product: Terrewalks by Terrecon

Burbank CA, 2010: Elevated sidewalks

- Burbank Water & Power demonstration project
- Suspended pavement frames used to raise sidewalk plane above soil layer
- Elevated sidewalks leave space for root growth
- 90% of rainfall stays on site, out of storm drains
- Product: Silva Cells by DeepRoot

The $64,000 Question

What can local communities do?

- Conduct an inventory: understand your problem areas
- Explore options with pilot projects
- Partner with local resources: Street Tree Seminar, International Society of Arboriculturists, Tree People
- New construction: choose tree species carefully to avoid root problems
- Prioritize reinvestment in existing infrastructure…..

* * * * THE WALL STREET JOURNAL.

U.S. NEWS

governors are pushing to raise revenue to fund fixes for creaky infrastructure. Here, renovations on the George Wade Bridge in Pennsylvania

States Look to Pay Repair Tab

By Kris [illegible]

designated as structurally defi- ing to the nonpartisan group. how many miles they dr[illegible]
[illegible] meaning engineers have Michigan's Republican Gov. [illegible] alarms being
[illegible] raised over aging infrastructure

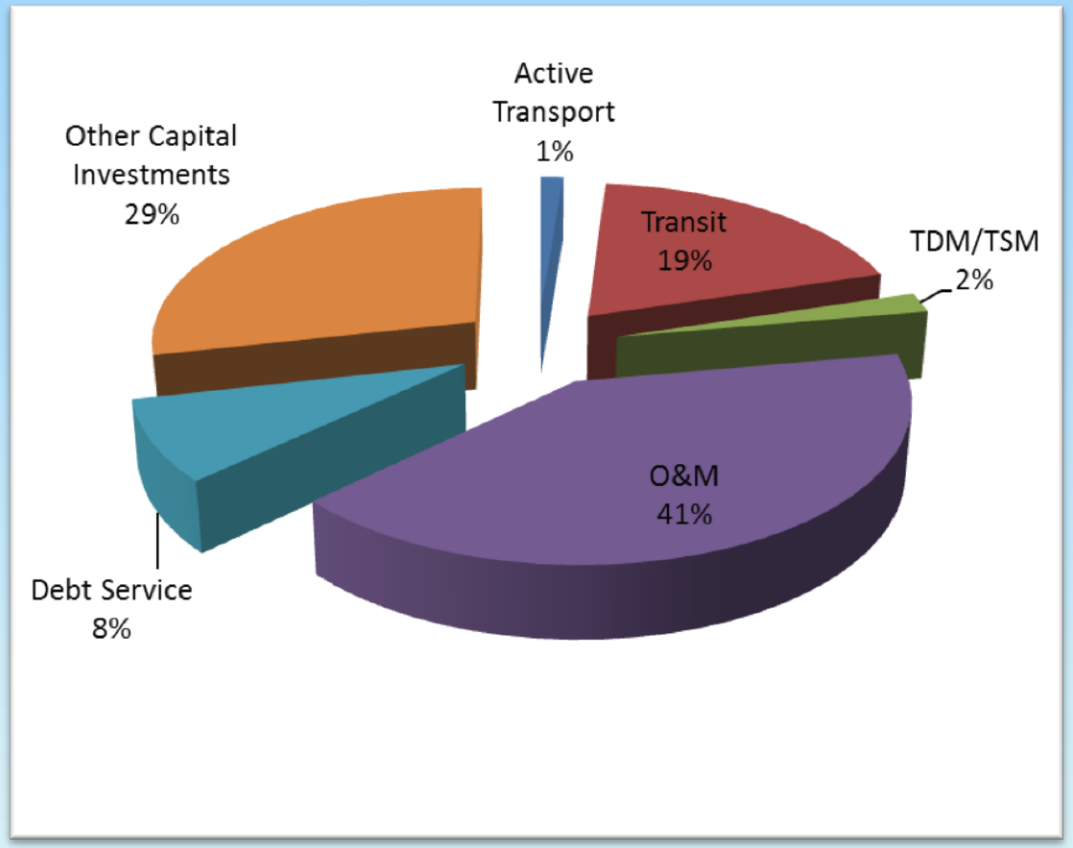
Revenue Problem?

U.S. keeps building new highways while letting old ones crumble

McClatchy Newspapers (Curtis Tate and Greg Gordon)
Posted: 02/03/2013 9:54 AM

In California, transportation officials estimate that 60 percent of the state's roads and a quarter of its bridges need to be repaired or replaced, at a projected cost of $70 billion over a decade, some $52 billion more than the available funds.

Exacerbating the Problem?

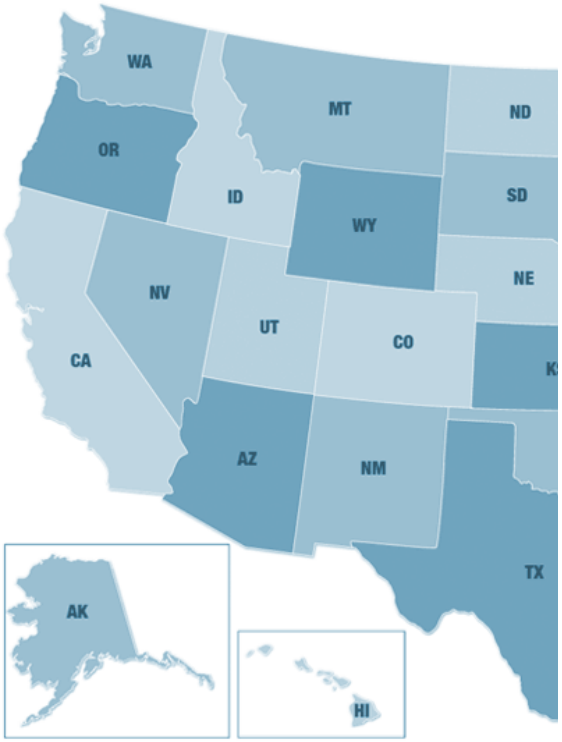


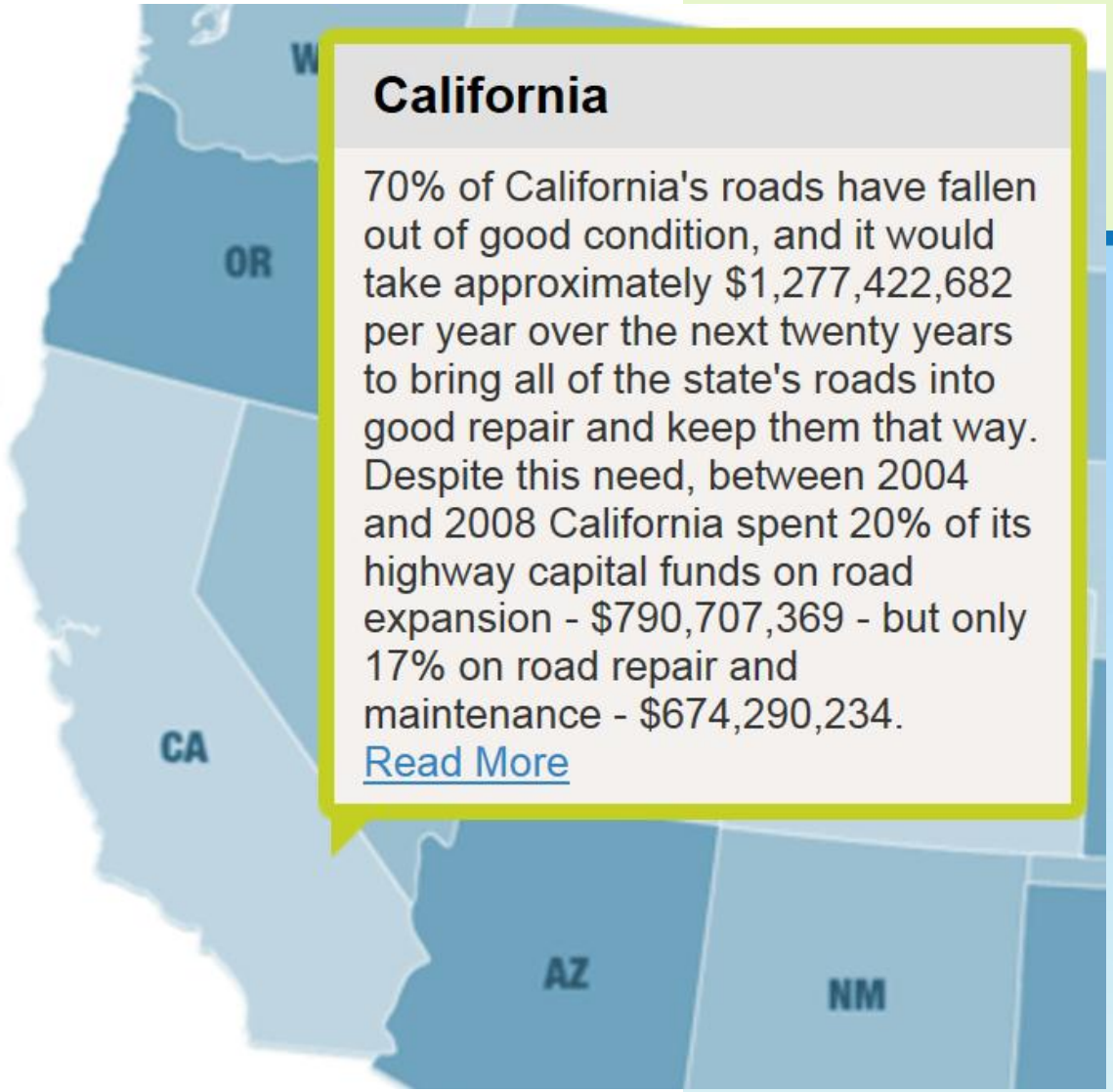
What role does spending decisions play?

Smart Growth America
Making Neighborhoods Great Together

Repair Priorities Map

Use the map below to find out how much each state spent on road repair
get its roads into good condition and keep them that way. Click on the po





California

70% of California's roads have fallen out of good condition, and it would take approximately $1,277,422,682 per year over the next twenty years to bring all of the state's roads into good repair and keep them that way. Despite this need, between 2004 and 2008 California spent 20% of its highway capital funds on road expansion - $790,707,369 - but only 17% on road repair and maintenance - $674,290,234.
Read More

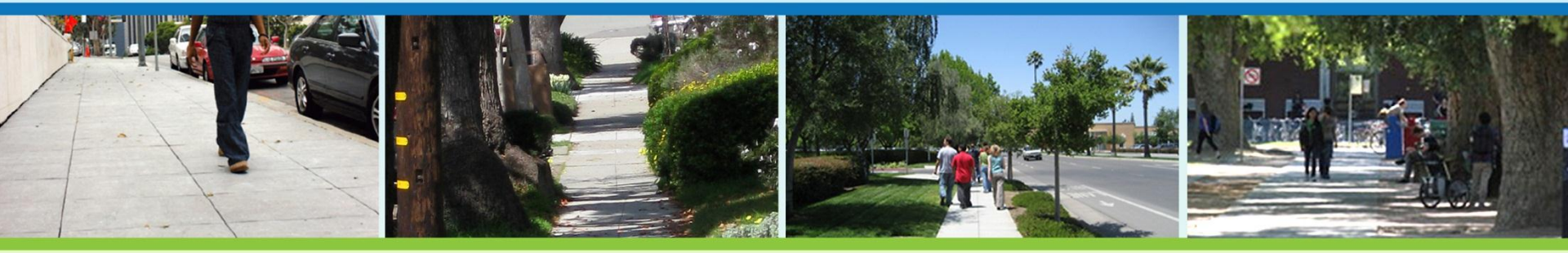
Spending Problem?

Questions?

Alan Thompson

thompson@scag.ca.gov

213.236.1940



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS